



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, October 6, 2010 - 7:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
Mark Howard (Chair)	X	
Eric Wood (Vice-Chair)	X	
Tom Hamilton (came at 7:02pm)	X	
Doris Maez (came at 7:02pm)	X	
Jessica Barnes-Lopez	X	

Staff in Attendance:

Klara Fabry, Public Works Department
Tina Tseng, Public Works Department
Matt Campi, Police Department

Public in Attendance Total: 15

2. REVIEW OF AGENDA

Approved as submitted.

3. APPROVAL OF MINUTES

Approval of the August 4, 2010 meeting minutes made by Mark Howard, second by Tom Hamilton.
(M/Howard, S/Hamilton: 5-0-0) Approved.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

5. REGULAR BUSINESS

A. Appeal of Red Curbing on Cherry Avenue at the Northwest Intersection Corner of Jenevein and Cherry Avenues

Tina Tseng stated City staff has reviewed SamTrans' request for red curbs at the east and west sides of Cherry Avenue near the intersection corners at Jenevein Avenue, and has the following recommendations:

SamTrans stated in their request that the requested red curbs would keep the roadway clear and assist SamTrans buses to safely maneuver turns to northbound Cherry Avenue from Jenevein Avenue. During the initial field review, it was noted that there is an existing fire hydrant on the east side of Cherry Avenue and no vehicles were parked in the immediate vicinity of the fire hydrant. Staff also observed SamTrans buses successfully making turns from both directions of Jenevein Avenue to northbound Cherry Avenue without requiring other motorists to yield to the buses. Based on this observation, staff recommends a 15-foot red curb on the east side of Cherry Ave to reinforce no-parking regulations next to the fire hydrant. This recommendation does not require TSPC consideration. Staff recommends the west side of Cherry Avenue near the intersection corner remain unrestricted, since no-parking next to the fire hydrant would help SamTrans buses' turning movements.

Mark Howard asked if the staff is recommending red curb next to the fire hydrant, but not on the west side of Cherry Avenue.

Tina Tseng confirmed that the staff recommendation is a 15-foot red curb next to the fire hydrant on the east side of Cherry Avenue only.

Kathie Hollinger, representative of SamTrans, stated the SamTrans bus route on Cherry Avenue was originally heading south. But, because of the old un-signalized intersection at San Bruno Avenue and Shelter Creek Lane made turning left from San Bruno Avenue to Shelter Creek Lane unsafe, the bus route direction was reversed so buses are only making right turns. Since Caltrans installed the traffic signals at San Bruno Avenue and Shelter Creek Lane, SamTrans would like the route to be reversed back to the original route direction. Kathie Hollinger stated that SamTrans agreed that if the curb next to the fire hydrant on Cherry Avenue is painted red, the buses should be able to make the turns from Jenevein Avenue.

Mark Howard made a motion to accept recommendation as submitted by staff. Second by Tom Hamilton. (M/Howard, S/Hamilton: 5-0-0) Approved.

B. Public Meeting Regarding Traffic Safety Concerns of Residents in the Area on Sneath Lane West of Skyline Boulevard

Tina Tseng stated residents on Sneath Lane west of Skyline Blvd. have raised concerns regarding speeding vehicles in their neighborhood, and staff has the following report and recommendations:

The Police Department had deployed a traffic officer on two separate occasions to monitor and enforce traffic control in the concerned neighborhood in October 2009 and August 2010, but could not validate the speeding concerns. One of the concerned residents, Mr. Orange, requested this subject to be referred to the TSPC for a public discussion. Subsequently, the Police Department arranged their radar trailer be placed on Sneath Lane at Siskyou Court in July 2010 and collected 13 hours of preliminary

traffic speed data. A data service company also collected 24-hour speed data on Sneath Lane between Inyo Court and Colusa Court in August 2010.

Of all the vehicles observed in both directions during the 24-hour period, approximately 38% of the vehicles were traveling above the posted speed limit. The data also shows a difference of 40MPH between the lowest and the highest speed collected. For reference purposes, staff combined the data from the Police Department and the 24-hour data, and computed the critical and median percentile speed, which are 37MPH and 32MPH. This is consistent with the existing Speed Zone Survey report, which are 41MPH and 35MPH.

Based on field review and the collected data, staff identified potential mitigation measures for the TSPC's consideration.

Education:

- Install one additional speed limit sign with "radar enforced" plates for each direction on Sneath Lane to reinforce the established 35 MPH speed limit.
- Install two "WATCH DOWNHILL SPEED" warning signs along eastbound Sneath Lane.
- Install one "SLOW SCHOOL XING" pavement marking on westbound Sneath Lane approaching Riverside Drive.
- Re-stripe the existing STOP bar on Riverside Drive at Sneath Lane.

Enforcement:

- Continue to schedule routine visible speed/traffic enforcement on Sneath Lane during peak hours of 7-9 AM and 3-7 PM.

PUBLIC COMMENT PERIOD OPENED

Herman Soto, 180 Colusa Court, stated that it is difficult to get on Sneath Lane from Colusa Court, especially turning right heading downhill. Sneath Lane curves right uphill of Colusa Court and the location of the houses create a blind spot for people leaving from Colusa Court. In many occasions, after making right turn, he didn't notice the cars after made the turn when the car was riding right behind him. Herman Soto stated that speed limit display signs would help to inform people the speed limit.

Harry Orange, 3120 Sneath Lane, stated that the Church of Highlands has a right-turn-only sign at the exit to Sneath Lane. This increases traffic volume going uphill on Sneath Lane. Traffic from College Drive and the recent new home development also contribute to traffic volume on Sneath Lane. Harry Orange stated there had been many accidents in front of his house and that something needs to be done. Harry Orange stated he would like to see more stop signs on Sneath Lane.

Tom Hamilton asked about the accident history. Tina Tseng responded that there are 9 reported accidents within the last 5 years. Only one was speed related, but it was a stop-and-go condition.

Mark Howard stated that stop sign is meant to mitigate right-of-way issues, restricted view, and accident history that indicate a need for stop sign control. Stop sign is not a tool to mitigate traffic.

Herman Soto stated that speed bumps would help to slow down traffic. Mark Howard responded that speed bump is not suitable for speed zone higher than 30MPH.

Harry Orange stated that he would like the speed limit to reduce. Mark Howard responded that posted speed limit needs to follow the uniform traffic code to be able to uphold in court. If 85 percent of people are driving at the speed of 35MPH, the posted speed limit cannot be reduced. The idea of police enforcement is to gradually slow down drivers so that majority of drivers are traveling at a slower speed. Then, reducing of posted speed limit could be justified in City's speed zone survey report. Ken, 150 Sonoma Court, stated that traffic speeds through Riverside Drive.

PUBLIC COMMENT PERIOD CLOSED

Mark Howard asked how long it would take to install the recommended signs. Klara Fabry responded that it would take approximately 2 months.

Tom Hamilton stated that the next step is a post implementation evaluation.

Mark Howard stated that the evaluation should be done during school year in August 2011.

Mark Howard made a motion to accept recommendation as submitted by staff with a follow up evaluation in August 2011. Second by Tom Hamilton. (M/Howard, S/Hamilton: 5-0-0) Approved.

C. Public Meeting Regarding Traffic Safety Concerns of Residents in the Area on Susan Drive near the Evergreen Ridge Apartments

Tina Tseng stated residents on Susan Drive near Evergreen Ridge Apartments have raised concerns regarding speeding vehicles in their neighborhood, and have the following report and recommendations:

The Police Department had deployed traffic officer to monitor and enforce traffic control in the concern neighborhood. The Police Department also arranged their radar trailer be placed at various locations on five separate occasions between July and August 2010 to collect preliminary traffic speed data. A data service company also collected a 24-hour speed data on Susan Drive between Fasman Drive and Geoffrey Drive.

Of all the vehicles observed in both directions during the 24-hour period, approximately 81% of vehicles were traveling above the posted speed limit. The data also shows that vehicles exceeding the posted speed limit are mostly concentrated on the southbound direction. The data also shows a difference of 40MPH between the lowest and the highest speed collected. For reference purpose, staff combined the data from the Police Department and the 24-hour data, and computed the 85th and 50th percentile speed, which are 39MPH and 32MPH. This is consistent with the existing Speed Zone Survey report, which are 40MPH and 34MPH.

Based on field review and the collected data, staff identified potential mitigation measures for TSPC's consideration.

Education

- Installation of additional speed limit signs with "radar enforced" plates for each direction on Susan Drive to reinforce the established 30 MPH speed limit
- Installation of "Children at Play" signage

Enforcement

- Continued to schedule routine visible speed/traffic enforcement as available on Susan Drive during peak hours of 7-9 AM and 3-7 PM

Engineering

- Repainting center line on Susan Drive
- Installation of new solid yellow lane edge markings on west side Susan Drive to reduce the width of the driving lanes
- Consider solid white lane edge markings on eastside Susan Drive

Ray Downs, 3241 Susan Drive, stated that narrowing the roadway is not going to do much.

Mark Howard stated that the edge lane would give drivers the perception of a narrower roadway. This had been done in Crestmoor Drive and other parts of the City, and had been successfully slowing down the traffic speed.

Tom Hamilton stated that the radar speed displays on Crestmoor Drive has successfully reduced the overall traffic speed and asked if one of the displays could be relocated to Susan Drive.

Klara Fabry responded that relocating the radar speed display would be costly.

Mark Howard recommended staff also to into type of display that could be clamped on a pole and could be easily relocated from one location to another.

Lisa Valerio, 3211 Susan Drive, stated that she has an autistic child and she would like to the traffic speed to reduce because she is worried for her child's safety. She stated that as a parent she would slow down if she sees CHILDREN AT PLAY sign and she supports the sign recommendation.

Marcia Dempsey, 3231 Susan Drive, stated that stop signs on Susan Drive at Geoffrey Drive and Fasman Drive.

Mark Howard stated that stop sign is meant to mitigate right-of-way issues, restricted view, and accident history that indicate a need for stop sign control. Stop sign is not a tool to mitigate traffic. If there is a sight distance issue at the intersections, requests could be submitted to Public Services Engineering for a stop sign warrant study to evaluate if a stop sign is warranted. If stop sign is not place in the appropriated location, it may cause the intersection to be unsafe than safe.

Hank Chaff, 3001 Fasman Drive, stated that the mitigation measures should be implemented.

Mark Howard asked about the accident history. Tine Tseng responded that the accident history within the last 3 years shows there had been 7 accidents, but speed was not a factor in any of reported accidents.

Mark Howard asked how many speed limited signs would be installed. Tina Tseng responded that approximately six, but final number would be pending on detailed field verification.

Lisa Valerio, 3211 Susan Drive, asked how many CHILDREN AT PLAY signs would be installed. Tina Tseng responded that initial number is one. Tom Hamilton stated two would be more suitable; one for each direction.

Klara Fabry stated that the signs could be installed in 2 months, but striping would take longer and would be based on funding and available resources.

Tina Tseng stated that there is also a shortage of white paint.

Tom Hamilton asked why the east side of Susan Drive is recommended for a solid yellow line and not white. Tina Tseng responded that the yellow lane is for warning the drivers of the pavement edge because there is a small cliff adjacent to the road in between Skyline Blvd and Susan Drive.

Klara Fabry stated that the number of signs would be determined in the final field review. This would give staff the flexibility to increase or decrease the number of signs needed.

Eric Wood stated the recommendation to “install solid white edge markings on the west side of Susan Drive” and to “consider yellow lane edge markings on the east side of Susan Drive” pending on availability of white paint.

Doris Maez stated that a post implementation evaluation should be done in a year.

Mark Howard made a motion to accept recommendation as submitted by staff with a follow up evaluation in a year. Second by Tom Hamilton. (M/Howard, S/Hamilton: 5-0-0) Approved.

REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

Doris Maez, Bicycle and Pedestrian Committee representative, stated the Committee did not meet this month.

6. COMMENTS FROM COMMITTEE MEMBERS

Mark Howard stated on Item 5B the decision made for Sneath Lane is to install additional speed limit signs with radar enforced plates on both directions on Sneath Lane to reinforce the 35 mph speed limit; to install two “watch downhill speed” warning signs on eastbound Sneath Lane at the down hill grade sections; to install one “slow, school crossing” pavement marking on westbound Sneath Lane approaching Riverside Drive; to re-stripe the existing stop bar at Riverside Drive and Sneath Lane; and to continue to schedule routine visible speed traffic enforcement on Sneath Lane during peak traffic hours of 7 am to 9 am and 3 pm to 7 pm. The Committee will come back and get new baseline speeds in six months.

Harry Orange, 3120 Sneath Lane, was still unclear why the speed has to remain 35 mph. Mark Howard responded that the City cannot change the speed limit without a speed survey being performed to justify speed changes.

Ken Finney, 150 Sonoma Court, stated trying to cross the street on Riverside Drive is too dangerous. Cars travel too fast. They need a stop sign. Mark Howard responded that the residents can put in a request for a stop sign at Sneath Lane at Riverside Drive and staff can assess if it is warranted for right of way and broadside issues.

Doris Maez stated on Crestmoor Drive there still needs to be markings installed for pedestrian crossing. At Crestwood and Fleetwood, there are curb cuts on both sides of the street, but there are no pedestrian markings, so people are parking their cars across the curb cuts. On Crestwood and Rollingwood, the stop sign is back a way from the corner, but there are no crosswalk markings. Klara Fabry responded that this location has some street configuration issues. Marking the crosswalk may make this location less safe.

Doris Maez stated she also has been on the TSPC for 7 years and feels she has accomplished the goals she set out to achieve. She is not reapplying for the Committee. Klara thanked Doris for all her hard work and dedication to the Committee. Mark Howard also thanked Doris for all her contributions to the Committee.

7. COMMENTS FROM STAFF

Matt Campi stated the grant has been extended for six months, so Police Dept. will be able to use this until March 2011.

8. ADJOURNMENT

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on November 3, 2010 at 7 p.m.

(M/Wood, S/Howard): 5-0-0 - Approved. Meeting Adjourned, 8:50 pm.